

IN THE CLAIMS:

Please add new claims 13-22 and amend claims 1-12 as follows:

1. (Amended) Drive assembly [(10)] for a hair-clipping machine or the like, [with] comprising:
a drive motor which is essentially [consists] comprised of a field magnet [(14)] with a coil [(16)] and a core [(28)] penetrating the coil [(16)] as well as an armature [(18)], wherein lateral air gap sections [(A,B)] are formed between the field magnet [(14)] and the armature [(18)] and center air gap sections [(a, b)] are formed between the core [(28)] and the armature [(18)], characterized in that the center air gap sections [(a, b)] and the lateral air gap sections [(A,B)] are each approximately symmetrical and inclined with respect to a longitude axis [(24)].
2. (Amended) Drive assembly [(10)] according to claim 1, characterized in that the air gap sections [(A, a, b, B)] form an angle of approximately 45° with respect to the longitude axis [(24)].
3. (Amended) Drive assembly [(10)] according to claim 1 [or 2], characterized in that the armature [(18)] has triangular notches [(26)] in the region of longitude axis [(24)], with a correspondingly formed center rib of the core [(28)] projecting into the notches [(26)] without making contact thereto, thereby forming the center air gap sections [(a, b)].
4. (Amended) Drive assembly [(10)] according to claim 1, characterized in that the center air gap section [(a, b)] and/or the lateral air gap sections have a curved contour.

5. (Amended) Drive assembly [(10)] according to any one of [the preceding] claims 1-4, characterized in that the center air gap sections [(a, b)] and/or the lateral air gap sections [(A,B)] , when viewed in longitudinal cross section, have an inclined and/or offset cross sectional shape.
6. (Amended) Drive assembly [(10)] according to claim 5, characterized in that the air gap [segments] sections [(A, a, b, B)] form an angle of approximately 45° with respect to [the] a vertical axis [(29)].
7. (Amended) Drive assembly [(10)] according to claim 6, characterized in that the armature [(18)] and a drive pin [(20)] are connected with each other via a clip [(30;30a;30b)], a plate [(32;32a)] or a bolt arrangement [(36)].
8. (Amended) Drive assembly [(10)] according to one of the claims 1-[7]4, characterized in that at least one compression spring [(38)] is arranged between the armature [(18)] and the field magnet [(14)].
9. (Amended) Drive assembly [(10)] according to claim 8, characterized in that the spring travel of the compression spring [(38)] can be adjusted via an adjusting screw [(40)] or via a clamp [(42)] that lockingly engages with the legs of the clip [(30b)].
10. (Amended) Drive assembly [(10)] according to one of the claims 1-[9]4, characterized in that the drive assembly [(10)] is formed as a module.

11. (Amended) Drive assembly [(10)] according to one of the claims 1-[5]4, characterized in that the field magnet [(14)] and the armature [(18)] form separate modules.
12. (Amended) Drive assembly [(10)] according to claim 11, characterized in that the armature [(18)] is connected to an oscillating spring [(44)] via a bearing [(22)].
13. (New claim) Drive assembly according to claims 1-4, characterized in that the center air gap sections and/or the lateral air gap sections, when viewed in longitudinal cross section have an inclined and/or offset cross sectional shape, and the field magnet and the armature form separate modules.
14. (New claim) Drive assembly according to claim 13, characterized in that the armature is connected to an oscillating spring via a bearing.
15. (New claim) Drive assembly according to claim 1, characterized in that the air gap sections form an angle of approximately 45° with respect to the longitude axis, and the armature has triangular notches in the region of longitude axis, with a correspondingly formed center rib of the core projecting into the notches without making contact thereto, thereby forming the center air gap sections.
16. (New claim) Drive assembly according to claim 15, characterized in that the center air gap sections and/or the lateral air gap sections, when viewed in longitudinal cross section, have an inclined and/or offset cross sectional shape.

17. (New claim) Drive assembly according to claim 16, characterized in that the air gap sections form an angle of approximately 45° with respect to a vertical axis.
18. (New claim) Drive assembly according to claim 17, characterized in that the armature and a drive pin are connected with each other via a clip, a plate, or a bolt arrangement.
19. (New claim) Drive assembly according to any one of claims 15-18, characterized in that at least one compression spring can be adjusted via an adjusting screw or via a clamp that lockingly engages with the legs of the clip.
20. (New claim) Drive assembly according claim 19, characterized in that a spring travel of the compression spring can be adjusted via an adjusting screw or via a clamp that lockingly engages with the legs of the clip.
21. (New claim) Drive assembly according to any one of claims 15-18, characterized in that the drive assembly is formed as a module.
22. (New claim) Drive assembly according to claim 19, characterized in that the drive assembly is formed as a module.